SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 37/03

Page 11—Line 22/L; insert after:

Vessels over 1,600 gross tons transporting hydrocarbons or hazardous materials anchor in a circle with a radius of 0.5 mile bearing 300˚ from Ile Royale Light, distant 3 miles.

(Fr NM 32/03) 39/03

Page 154—Line 7/R; insert after:

A dangerous wreck with a mast showing has been reported (2003) to lie close NE of the anchorage, about 2 miles E of the entrance to the Rio Chubut.

(Arg NM 9/03) 39/03

PUB 127 7 Ed 2003 NEW EDITION

(NIMA) 39/03

PUB 147 7 Ed 2001 LAST NM 24/02

Page 87—Lines 38 to 41/R; read:

VHF channel 11. The pilot boarding area is about 2.4 miles SE of Plumb Point. In bad weather, it is closer inshore, as directed by the pilot.

A lighted buoy with a racon is situated about 0.8 mile NW of the pilot station.

(BA NM 30/03) 39/03

PUB 153 9 Ed 2000 LAST NM 38/03

Page 11—Line 5/L; read:

The approach channel has a depth of 12.2m and a depth of 8.8m in the harbor entrance. Small craft

(BA NP 8) 39/03

Page 14—Line 34/L; insert after:

The E coast of Isla Cedros is steep-to and free from kelp. At the N end of the island, the detached rocks are not as numerous or as far offshore as on the W side of the island.

(BA NP 8) 39/03

Page 14—Line 29/R; insert after:

Anchorage sheltered from the prevailing wind can be obtained in the bay E of Punta Rompiente.

(BA NP 8) 39/03

Page 14—Line 43/R; insert after:

Foul ground, with numerous rocky patches, exists NW of the N entrance. Mariners should use caution when transiting this area.

(BA NP 8) 39/03

Page 83—Line 19/R; insert after:

Caution.—A marine farm has been established in the W part of the bay, in the vicinity of position 8˚05'N, 82˚51'W. The area is marked by lighted buoys. Mariners are required to give this area a wide berth.

(BA NP 8) 39/03

Page 93—Line 28/L; insert after:

It has been reported (2003) that dredging is being done in the Gatun Lake and Gaillard Cut navigation channels. The 32 mile long channel from the S end of the Gatun Locks to the N end of the Pedro Miguel Locks is also being dredged. This project is expected to be completed by 2009.

(BA NP 8) 39/03

Page 94—Line 26/L; insert after:

Pilotage.—Pilotage is compulsory for all vessels over 1,000 grt. Pilots will board vessels 1 mile SE of the channel entrance.

Anchorage.—Vessels may anchor in designated areas only, as best seen on the chart, in depths up to 23m. Vessels are prohibited from anchoring in the fairway. In case of emergencies, designated beaching areas are established throughout the channel.

Caution.—Mariners are advised to use caution when anchoring due to numerous underwater cables and pipelines.

(BA NP 8) 39/03

PUB 160 2 Ed 2002 LAST NM 36/03

Page 88—Line 29/R; insert after:

Vessel Age Restrictions

The following restrictions apply to foreign-flagged tankers in Indian waters:

1. Crude oil carriers—Must have segregated ballast tanks and be less than 25 years old.
2. Product tankers—Must have segregated ballast tanks and be less than 25 years old.
3. Chemical tankers—Must be less than 25 years old.

(PUBS 016/03) 39/03

PUB 163 8 Ed 2002 LAST NM 31/03

Page 91—Lines 41 to 49/R; read:

Directions.—This area contains many exploratory and producing oilfields, which may or may not be marked or charted. Anchorage is prohibited except in designated areas.

A vessel approaching the strait from the N should proceed to the S end of the swept channel in Selat Baur, and follow a track defined by the following points:

(26(2785)03 Taunton) 39/03

Page 93—Lines 1 to 2/R; read:

Anchorage has been prohibited in the area E of Pulau Jagautara. The N extremity of an oil field lies 28 miles NW of Pulau Jagautara.

(26(2785)03 Taunton) 39/03

Page 331—Lines 39 to 46/R; read:

Mayne Rock (6˚28'N., 116˚18'E.), with a depth of 2.7m, lies 3 miles NW of Alert Rock. Two dangerous wrecks, both

PUB 163 (Continued)

with depths of 25m over them, are located 3 miles due W of Mayne Rock and can best be seen on the chart.

Arsat Rocks (6˚30'N., 116˚26'E.), which generally break, consist of two small rocks which dry 2.4m, lying 8.5 miles NE of Pulau Usukan. A shallow spit, with a depth of 3.7m, extends 0.25 mile NE from these rocks.

The SE extremity of Pulau Usukan in range, bearing 216˚ with Tanjong Kaduko, leads 0.3 mile NW of Arsat Rocks.

(16(113)03 Jakarta) 39/03

PUB 172 9 Ed 2001 LAST NM 38/03

Page 83—Lines 17 to 18/R; read:

The loading elevator on the phosphate pier is conspicuous.

(BA NM 35/03, Section IV) 39/03

Page 216—Lines 47 to 51/R; read:

25,000 dwt can be accommodated.

The Borouge Polyethelene Terminal (Borouge Jetty), previously known as the Construction Wharf and situated about 2 miles SE of the Bulk Cargo Terminal, consists of a quay, 276m long, with a dredged depth of 9.5m alongside. A ro-ro ramp is located at the W end of the quay. The approach channel, which is 120m wide, and a turning basin, which has a diameter of 300m, are dredged to 8.3m. Vessels up to 12,000 dwt, with a maximum length of 150m, a maximum beam of 23m, and a maximum draft of 8.3m, can be accommodated.

Cargo and ro-ro vessels, with a draft over 4.2m, anchor out

(PUBS 017/03; 35(3738)03 Taunton;
BA NM 35/03, Section IV) 39/03

PUB 174 8 Ed 2000 LAST NM 30/03

Page 26—Lines 1 to 10/R; read:

Pulau Bunta (Boenta) lies between Aroih Raya and **Aroih Cut** (Tjoet) (5˚32'N., 95˚09'E.).

A shoal, with a depth of 3m, lies about 4 miles SW of Pulau Nasi. A shoal, with a depth of 8.5m, lies about 2 miles S of Pulau Bunta.

Pulau Batee, lying about 1 mile NE of the E end of Pulau Bunta, is mostly wooded and rises to 129m. The island is long and narrow. The mountain range runs along its NE side.

A rock, awash, with sunken rocks N of it, lies about midway between the entrances to Cedar Passage. A sunken wreck, dangerous to surface navigation, lies 1 mile NW of Pulau Usamlakoh and can best be seen on the chart.

(16(112)03 Jakarta) 39/03

PUB 192 8 Ed 2003 LAST NM 38/03

Page 159—Line 1/L; read:

2. Vessels over 90m in length, 13m beam, or 6m draft.

(Ger NM 14/03) 39/03

Page 159—Lines 5 to 22/R; read:

a. RP 1a—A5/H15 Buoy (Hubertgat/Alte Ems, inbound only)—VHF channel 18.

b. RP 1b—No. 13 Lighted Buoy (Westerems, inbound only)—VHF channel 18.

c. RP 2—No. 72 Lighted Buoy—VHF channel 15.

d. RP 3—Gandersum—VHF channel 15.

e. RP 4—Papenburg—VHF channel 15.

(Ger NM 21/03) 39/03

PUB 194 9 Ed 2002 LAST NM 38/03

Page 101—Lines 20 to 21/L; read:

Vessels should send a request for pilotage at least 12 hours in advance of arriving at Lubeck-Gedser Route No. 1 Lighted Buoy (54˚04.6'N., 11˚02.0'E.). Vessels should then send a confirmation by VHF 2 hours prior to arrival. Pilots can be contacted by VHF (Lubeck Pilot) and board in the vicinity of Trave Lighted Buoy (54˚00.0'N., 10˚56.3'E.).

(Ger NM 29/03) 39/03

Page 101—Lines 1 to 4/R; strike out.

(NIMA) 39/03

COAST PILOT CORRECTIONS

COAST PILOT 1 33 Ed 2003 Change No. 13
LAST NM 34/03

Page 367—Paragraph 95, lines 1 to 2; read:

Northern Right Whales

Northern right whales may occur in the Stellwagen Bank and Jefferys Ledge area in all months, ...

(CL 1381/03) 39/03

COAST PILOT 2 32 Ed 2003 Change No. 20
LAST NM 36/03

Page 128—Paragraph 2049; insert after:

§165.163 Regulated Navigation Area: Long Island Sound Marine Inspection and Captain of the Port Zone.

(a) *Regulated Navigation Area location*. All waters of the Long Island Sound Marine Inspection and Captain of the Port (COTP) Zone, as delineated in 33 CFR 3.05-35, extending seaward 12 nautical miles from the territorial sea baseline, are established as a regulated navigation area (RNA).

(b) *Applicability*. This section applies to all vessels operating within the RNA excluding public vessels.

(c) *Definitions*. The following definitions apply to this section:

Commercial service means any type of trade or business involving the transportation of goods or individuals, except service performed by a combatant vessel.

Ferry means a vessel that:

(1) Operates in other than ocean or coastwise service;

(2) Has provisions only for deck passengers or vehicles, or both;

(3) Operates on a short run on a frequent schedule between two points over the most direct water route; and

(4) Offers a public service of a type normally attributed to a bridge or tunnel.

Public vessels means vessels owned or bareboat chartered and operated by the United States, or by a State or political subdivision thereof, or by a foreign nation, except

COAST PILOT 2 (Continued)

when such vessel is engaged in commercial service.

Territorial sea baseline means the line defining the shoreward extent of the territorial sea of the United States drawn according to the principles, as recognized by the United States, of the Convention on the Territorial Sea and the Contiguous Zone, 15 U.S.T. 1606, and the 1982 United Nations Convention on the Law of the Sea (UNCLOS), 21 I.L.M. 1261. Normally, the territorial sea baseline is the mean low water line along the coast of the United States.

(d) *Regulations*. (1) Speed restrictions in the vicinity of Naval Submarine Base New London and Lower Thames River. Unless authorized by the Captain of the Port (COTP), vessels of 300 gross tons or more may not proceed at a speed in excess of eight knots in the Thames River from New London Harbor channel buoys 7 and 8 (Light List numbers 21875 and 21880 respectively) north through the upper limit of the Naval Submarine Base New London Restricted Area, as that area is specified in 33 CFR 334.75(a). The U.S. Navy and other Federal, State and municipal agencies may assist the U.S. Coast Guard in the enforcement of this rule.

(2) *Enhanced communications*. Vessels of 300 gross tons or more and all vessels engaged in towing barges must issue securité calls on marine band or Very High Frequency (VHF) radio channel 16 upon approach to the following locations:

(i) Inbound approach to Cerberus Shoal; and

(ii) Outbound approach to Race Rock Light (USCG Light List No. 19815).

(3) All vessels operating within the RNA that are bound for a port or place located in the United States or that must transit the internal waters of the United States, must be inspected to the satisfaction of the U.S. Coast Guard, before entering waters within three nautical miles from the territorial sea baseline. Vessels awaiting inspection will be required to anchor in the manner directed by the COTP. This section does not apply to vessels operating exclusively within the Long Island Sound Marine Inspection and COTP Zone, vessels on single voyage which depart from and return to the same port or place within the RNA, all towing vessels engaged in coastwise trade, vessels in innocent passage not bound for a port or place subject to the jurisdiction of the United States, and all vessels not engaged in commercial service whose last port of call was in the United States. Vessels requiring inspection by the COTP may contact the COTP via marine band or Very High Frequency (VHF) channel 16, telephone at (203) 468-4401, facsimile at (203) 468-4418, or letter, addressed to Captain of the Port, Long Island Sound, 120 Woodward Ave., New Haven, CT 06512.

(4) All vessels operating within the RNA that are bound for a port or place located in the United States or that must transit the internal waters of the United States, must obtain authorization from the Captain of the Port (COTP) before entering waters within three nautical miles from the territorial sea baseline. Vessels awaiting COTP authorization to enter waters within three nautical miles from the territorial sea baseline will be required to anchor in the manner directed by the COTP. This section does not apply to vessels operating exclusively within the Long Island Sound Marine Inspection and COTP Zone, vessels on a single voyage which depart from and return to the same port or place within the RNA, all towing vessels engaged in coastwise trade, vessels in innocent passage not bound for a port or place subject to the jurisdiction of the United States, and all vessels not engaged in commercial service whose last port of call was in the United States. Vessels may request authorization from the COTP by contacting the COTP via marine band or Very High Frequency (VHF) channel 16, telephone at (203) 468-4401, facsimile at (203) 468-4418, or letter addressed to Captain of the Port, Long Island Sound, 120 Woodward Ave., New Haven, CT 06512.

(5) Vessels over 1,600 gross tons operating in the RNA within three nautical miles from the territorial sea baseline that are bound for a port or place located in the United States or that must transit the internal waters of the United States must receive authorization from the COTP prior to transiting or any intentional vessel movements, including, but not limited to, shifting berths, departing anchorage, or getting underway from a mooring. This section does not apply to vessels in innocent passage not bound for a port or place subject to the jurisdiction of the United States.

(6) *Ferry vessels.* Vessels of 300 gross tons or more are prohibited from entering all waters within a 1200-yard radius of any ferry vessel transiting in any portion of the Long Island Sound Marine Inspection and COTP Zone without first obtaining the express prior authorization of the ferry vessel licensed operator, licensed master, COTP, or the designated COTP on-scene patrol.

(7) *Vessels engaged in commercial service.* No vessel may enter within a 100-yard radius of any vessel engaged in commercial service while that vessel is transiting, moored, or berthed in any portion of the Long Island Sound Marine Inspection and COTP zone without the express prior authorization of the vessel's licensed operator, master, COTP, or the designated COTP on-scene representative.

(8) *Bridge foundations*. Any vessel operating beneath a bridge must make a direct, immediate and expeditious passage beneath the bridge while remaining within the navigable channel. No vessel may stop, moor, anchor or loiter beneath a bridge at any time. No vessel may approach within a 25-yard radius of any bridge foundation, support, stanchion, pier or abutment except as required for the direct, immediate and expeditious transit beneath a bridge.

(9) This section does not relieve any vessel from compliance with applicable navigation rules.

§165.154 Safety and Security Zones: Long Island Sound Marine Inspection Zone and Captain of the Port Zone.

(a) *Safety and security zones*. The following areas are safety and security zones:

(1) *Dominion Millstone Nuclear Power Plant Safety and Security Zones*. (i) All waters north and north east of a line running from Bay Point, at approximate position 41˚18.57'N., 072˚10.41'W, to Millstone Point at approximate position 41˚18.25'N., 072˚09.96'W.

(ii) All waters west of a line starting at 41˚18.700'N., 072˚09.650'W. running south to the eastern most point of Fox Island at approximate position 41˚18.400'N.,

COAST PILOT 2 (Continued)

072˚09.660'W. All coordinates are North American Datum 1983.

(2) *Coast Guard Vessels Safety and Security Zones*. All waters within a 100-yard radius of any anchored Coast Guard vessel. For the purposes of this section, Coast Guard vessels includes any commissioned vessel or small boat in the service of the regular Coast Guard and does not include Coast Guard Auxiliary vessels.

(b) *Regulations*. (1) The general regulations contained in §165.23 and §165.33 of this part apply.

(2) In accordance with the general regulations in §165.23 and §165.33 of this part, entry into or movement within this zone is prohibited unless authorized by the Captain of the Port, Long Island Sound.

(3) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or on-scene patrol personnel. These personnel comprise commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(FR 8/15/03) 39/03

COAST PILOT 4 35 Ed 2003 Change No. 12
LAST NM 36/03

Page 304—Paragraph 76, lines 4 to 5; read:

June 2003, the controlling depth was 10 feet in the channel to Light 17; thence in 2002, 8.4 feet to Light 23; ...

(BPs 181265-66) 39/03

Page 314—Paragraph 158; read:

Cape Fear Community College Wharf (34˚14'23"N., 77˚57'09"W.): 287-foot face, 322 feet usable with dolphin; 20 feet alongside; deck height, 10 feet; mooring of the college's training vessels.

(CL 1388/03) 39/03

Page 337—Paragraph 195, lines 4 to 10; read:

of the Intracoastal Waterway. Electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, marine supplies, and wet storage are available. In July 2003, depths of 13 feet were reported alongside the berths. A marina, about 600 yards northeast of the municipal marina, has electricity, gasoline, diesel fuel, water, ice, ...

(DB 1903; NOS 11518)) 39/03

Page 442—Paragraph 98, lines 17 to 18; read:

350 yards from the bridge.

(NOS 11445; LL/03) 39/03

COAST PILOT 5 30 Ed 2003 Change No. 50
LAST NM 37/03

Page 115—Paragraph 2491, line 1; read:

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Florida.

(a) *Location*. The following areas are security zones:

(1) *Fixed and moving security zones around vessels in the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida*. Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida, These moving security zones are activated when the subject vessel passes: "LW" buoy, at approximate position 26˚46.3'N., 080˚00.6'W., when entering the Port of Palm Beach, passes "PE" buoy, at approximate position 26˚05.5'N., 080˚04.8'W., when entering Port Everglades; the "M" buoy, at approximate position 25˚46.1'N., 080˚05.0'W., when entering the Port of Miami; and "KW" buoy, at approximate position 24˚27.7'N., 081˚48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida*. A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points

25˚46.79'N., 080˚10.90'W., to

25˚46.77'N., 080˚10.92'W. to

25˚46.88'N., 080˚10.84'W., and ending on Watson Park at 25˚47.00'N., 080˚10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25˚46.33'N., 080˚09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25˚46.26'N., 080˚09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contracted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades*. A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26˚05.98'N., 080˚07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26˚05.41'N., 80˚06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26˚05.41'N., 080˚06.97'W., on the northern tip of berth 22 and a point directly east across the Intracoastal Waterway to 26˚05.41'N., 080˚06.74'W.; and a line drawn from the cor-

COAST PILOT 5 (Continued)

ner of Port Everglades berth 29 at point 26˚04.72'N., 080˚06.92'W., easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26˚04.72'N., 080˚06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their position while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition*. As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passengers for hire making voyages lasting more than 24 hours, except for a ferry.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.762 Security Zone; St. Thomas, U.S. Virgin Islands.

(a) *Location*. Moving and fixed security zones are established 50 yards around all cruise ships entering, departing, moored or anchored in the Port of St. Thomas, U.S. Virgin Islands. The security zone for a cruise ship entering port is activated when the vessel passes: St. Thomas Harbor green lighted buoy 3 in approximate position 18˚19'19"N., 64˚55'40"W. when entering the port using St. Thomas Channel; red buoy 2 in approximate position 18˚19'15"N., 64˚55'59"W. when entering the port using East Gregorie Channel; and red lighted buoy 4 in approximate position 18˚18'16"N., 64˚57'30"W. when entering the port using West Gregorie Channel. These zones are deactivated when the cruise ship passes any of these buoys on its departure from the Port.

(b) *Regulations.* (1) Under general regulations in §165.33 of this part, entering, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port of San Juan.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at the Greater Antilles Section Operations Center at (787) 289-2041 or via VHF radio on Channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his designated representative.

(3) The Marine Safety Office San Juan will attempt to notify the maritime community of periods during which these security zones will be in effect by providing advance notice of scheduled arrivals and departures of cruise ships via a broadcast notice to mariners.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length that is authorized to carry more than 150 passengers for hire, except for a ferry.

(d) *Authority.* In Addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.764 Security Zones; Big Bend and Weedon Island Power Facilities, Tampa Bay, Florida.

(a) *Location*. The following areas, denoted by coordinates fixed using the North American Datum of 1983 (World Geodetic System 1984), are security zones:

(1) *Big Bend, Tampa Bay, Florida*. All waters of Tampa Bay, from surface to bottom, adjacent to the Big Bend Power Facility, and within an area bounded by a line connecting the following points: 27˚47.85'N., 082˚25.02'W. then east and south along the shore and pile to 27˚47.63'N., 082˚24.70'W. then north along the shore to 27˚48.02'N., 082˚24.70'W. then north and west along a straight line to 27˚48.12'N., 082˚24.88'W. then south along the shore and pile to 27˚47.85'N., 082˚25.02'W., closing off entrance to the Big Bend Power Facility.

(2) *Weedon Island, Tampa Bay, Florida*. All waters of Tampa Bay, from surface to bottom, extending 50 yards from the shore, seawall and piers around the Power Facility at Weedon Island encompassed by a line connecting the

COAST PILOT 5 (Continued)

following points: 27˚51.52'N., 082˚35.82'W. then north and east along the shore to 27˚51.54'N., 082˚35.78'W. then north to 27˚51.68'N., 082˚35.78'W. then north to 27˚51.75'N., 082˚35.78'W. closing off entrance to the canal then north to 27˚51.89'N., 082˚35.82'W., then west along the shore to 27˚51.89'N., 082˚36.10'W. then west to 27˚51.89'N., 082˚36.14'W closing off entrance to the canal.

(b) *Regulations.* (1) Entry into or remaining within these is prohibited unless authorized by the Coast Guard Captain of the Port, Tampa, Florida or their designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 813-228-2189/91 or on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or their designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.802 Lower Mississippi River vicinity of Old ...
(FR 01/23/03; CL 1161/03; FR 06/04/03;
CL 1432/03; FR 8/12/03) 39/03

COAST PILOT 5 30 Ed 2003 Change No. 51

Page 200—Paragraph 207, lines 23 to 24; read:
published by the Marine Meteorology Division, Naval Research Laboratory, Monterey, CA 93943 and available on the internet at https:/www.cnmoc.navy.mil/. Additional local ...
(CL 637/01; Internet/03) 39/03

Page 214—Paragraph 195, line 2; read:
reported controlling depth of 5.9 feet in January 2003. However, local ...
(CL 1084/03) 39/03

Page 387—Paragraph 82, lines 2 to 6; read:
waterway across Sarasota Bay to a turning basin at Payne Terminal and is described in chapter 4. The basin at Payne Terminal has a Coast Guard Auxiliary berth.
(CL 1221/03; BPs 181010-18) 39/03

Page 389—Paragraph 113, lines 4 to 9; read:
close W of the bayou. In March 2003, there was a reported controlling depth of 6 feet in the channel and basin. A **harbormaster** who assigns berths is at the marina; he can be reached by telephone (727-893-1071). A **speed limit** of "minimum no wake" is enforced. Gasoline ...
(DB 983) 39/03

COAST PILOT 6 33 Ed 2003 Change No. 15
LAST NM 34/03

Page 192—Paragraph 157; read:
Rochester Harbor Light (43˚15'48"N., 77˚36'00"W.), 40 feet above the water, is shown from a white cylindrical tower with red band on the outer end of the W pier.
(LL/03) 39/03

Page 224—Paragraph 197, lines 7 to 10; read:
marked by buoys. In April-May 2003, the controlling depths were 8 feet (15.8 feet at midchannel) from deep water in the lake to Dunkirk Harbor Buoy 8, thence 7.0 feet to the Municipal Pier.
(CL 1348/03; BPs 181259-60) 39/03

Page 224—Paragraph 198, lines 5 to 12; read:
The breakwaters are marked by lights. In May 2003, the controlling depths were 5.4 feet in the access channel along the E side of the Municipal Pier, thence 4.4 feet in the channel just S of the E breakwater, thence 6.5 feet in the access channel along the W side of the Municipal Pier, thence 3 feet in the channel S of the W breakwater.
(CL 1348/03; BP 181259) 39/03

Page 261—Paragraph 597, lines 6 to 12; read:
of the mouth. The entrance channel is marked by seasonal lighted and unlighted buoys, a daybeacon, and a **341.5˚** lighted range. Lights mark the outer ends of the jetty and the SW corner of the diked disposal area. In June-July 2003, the controlling depths were 1.1 feet (4.3 feet at midchannel) in the entrance channel and through the mouth of the creek to the Harbor Marine docks; thence in August 2002-July 2003, 3 feet to E.J. Miller Boat Livery, ...
(DD 3442; DDs 4367-72; LL/03) 39/03

Page 262—Paragraph 601, lines 6 to 14; read:
range. In May 2003, the controlling depths were 11.6 feet (17 feet at midchannel) in the entrance channel and through the mouth of the river to the overhead power cables 0.75 mile above the mouth, thence 15.4 feet (16.9 feet at midchannel) to the turning basin (except for gradual shoaling to 8 feet at the head of the project), thence 15 to 18 feet in the turning basin (except for lesser depths in the NW and SW corners.) The channels in this harbor are ...
(DDs 4273-80) 39/03

Page 279—Paragraph 159, lines 13 to 16; read:
1996-September 2002, the controlling depth was 25 feet.
(BPs 180011-16; NOS 14853) 39/03

Page 324—Paragraph 223, lines 6 to 9; read:
In October 2002, the controlling depths were 14.3 feet (16.3 feet at midchannel) to Alpena Light, thence 12.8 feet (13.7 feet at midchannel) to the turning basin, thence 13.4 to 15 feet in the basin, thence 10.5 feet ...
(DDs 3992-94) 39/03

Page 328—Paragraph 278, lines 5 to 7; read:
from the NW. In June 2003, the controlling depths were 8.5 feet (11.4 feet at midchannel) in the entrance to a basin inside the harbor, thence 9 to 10 feet in the basin (except for

COAST PILOT 6 (Continued)

lesser depths along the NW edge.) A mooring ...
(DD 4347) 39/03

Page 355—Paragraph 185, lines 4 to 5; read:
the lake. The pierheads are marked by lights. In June 2003, the controlling depth was 8 feet in the entrance ...
(DD 4345) 39/03

Page 359—Paragraph 237, lines 4 to 7; read:
marked by lights. In June-July 2003, the controlling depth was 8.6 feet (10.3 feet at midchannel) in the entrance and between the piers to the lake. The NE corner fo the entrance channel off the N pier is shoal to 6.8 feet. Currents ...
(DD 4344) 39/03

Page 431—Paragraph 816, lines 9 to 14; read:
In April 2003, the controlling depths were 7.2 feet (8.2 feet at midchannel) in the entrance channel and between the piers to the basin with 10.1 to 15.1 feet in the basin, thence 4.1 feet (5.6 feet at midchannel) to 20th Street, thence 3.3 feet with gradual shoaling to the head of the project at the 22nd Street bridge.
(DD 4118; DD 4152) 39/03

Page 450—Paragraph 1034, lines 8 to 19; read:
channel decreases in width to the turning basin. In July 2003, the controlling depth was 4 feet in the entrance and between the piers to the turning basin (except for shoaling to 3.2 feet in the left outside quarter of the entrance channel just off the end of the S pier), thence depths of 4 to 7.5 feet were available in the turning basin. A spoil bank, about 100 feet wide, extends about 350 feet into the center of the turning basin from the SW end has a least depth of 2.4 feet.
(DDs 4338-39) 39/03

COAST PILOT 6 33 Ed 2003 Change No. 16

Page 346—Paragraph 67; read:
In July 2003, the controlling depths were 17.5 feet from deep water in Lake Michigan to Round Lake (except for lesser depths to 14.1 feet along the S edge of the entrance channel just off the lakeward end of the S pier), thence 18 feet to Lake Charlevoix (except for a lesser depth of 15.1 feet along the N edge of the channel into Lake Charlevoix.)
(DDs 4463-64) 39/03

Page 353—Paragraph 153, lines 1 to 5; read:
In June 2003, the controlling depths were 11.6 feet in the entrance channel, between the breakwater and pier, to the anchorage area (except for shoaling to 7.8 feet along the NW edge of the channel, just E of the S end of the breakwater), thence 7 to 10 feet in the anchorage area (except for lesser depths along the N and NW edges), thence 6 feet in the channel to the mouth ...
(DD 4343) 39/03

Page 364—Paragraph 292, lines 10 to 20; read:
Lake.

In April-May 2003, the controlling depths were 14.2 feet (17.3 feet at midchannel) in the entrance and between the piers to the junction with South Channel (except for shoaling to 7.7 feet in the right half of the channel at the entrance to South Channel and shoaling to bare in the left outside quarter of the channel across from the municipal marina in about 43˚04'00"N., 86˚14'11"W.), thence 8.4 feet at midchannel) to the railroad bridge at Ferrysburg, thence 9 to 11 feet in the turning basin (except for lesser depths along the W edge); thence in 1978, 15 feet from ...
(DDs 4243-4246) 39/03

Page 428—Paragraph 774, lines 1 to 9; read:
In May 2003, the controlling depths were 13.9 feet in the right half and 2.7 feet in the left half of the entrance channel and through the S part of the turning basin to the mouth of the river, thence 13.6 to 20 feet in the N part of the basin, thence 3.5 feet (5.5 feet at midchannel) to the South Eighth Street bridge, thence 2.9 feet (3.5 feet at midchannel) to the head of ...
(DDs 4254-55) 39/03

Page 429—Paragraph 792, lines 8 to 15; read:
marked by lights. In May 2003, the controlling depths were 13.9 feet (18.8 feet at midchannel) in the entrance and through Manitowoc Harbor to the mouth of the river (except for shoaling to 12.2 feet in the NW corner of the harbor), thence 14.5 feet (19.2 feet at midchannel) to the first Soo Line Railroad bridge, thence 15.8 feet (16.9 feet at midchannel) to the second Soo Line Railroad bridge, thence 5.2 feet (7.1 feet at midchannel) to ...
(DDs 4256-58) 39/03

Page 429—Paragraph 793, lines 6 to 10; read:
and a daybeacon. In May 2003, the controlling depths were 7.7 feet (10.3 feet at midchannel) in the entrance, thence 8.5 to 10 feet in the basin and channel E of the docking piers.
(DD 4256; DD 4259) 39/03

Page 435—Paragraph 858; read:
In April-May 2003, the controlling depths were 12.2 feet (16.3 feet at midchannel) in the entrance and between the piers to the Bay View (State Route 42/57) bascule bridge, thence 17.8 feet (19.4 feet at midchannel) to the Michigan Street bridge, with 18 to 20 feet in the turning basin, thence 15.1 feet (20 feet at midchannel) through Sturgeon Bay to Green Bay.
(DDs 4260-72) 39/03

Page 441—Paragraph 953, lines 2 to 15; read:
were 21.8 feet (22.7 feet at midchannel) in the entrance channel to Light 14; thence in April-November 2002, 19 feet in the left half and 15 feet in the right half of the channel to Green Bay Harbor Inner Range Front Light (except for severe shoaling in the right outside quarter of the channel from the southern tip of Long Tail Point to about 0.25 mile SW of the point), thence 19.1 feet (22.5 feet at midchannel) to the mouth of Fox river, thence 18.9 feet (21.4 feet at midchannel) to the Wisconsin Central railroad bridge, thence

COAST PILOT 6 (Continued)

14.9 feet (18.3 feet at midchannel) to the turning basin just above the Fox River Valley Railroad swing bridge, thence 5.6 feet (6.6 feet at midchannel) to the De Pere turning basin. Depths in the turning basins were: at the mouth of the East River, 13.5 to 24 feet; just above the Fox River Valley Railroad swing bridge, 20 feet with lesser depths along the NE edge; and at De Pere, 9 to 18 feet with gradual shoaling to 2 feet towards the W corner. **Mariners are advised to contact the Port Director**, ...
(DDs 974-979; DDs 4153-4168) 39/03

Page 481—Paragraph 64, lines 4 to 7; read:
the breakwaters are marked by lights. In May 2003, the controlling depth was 5.3 feet in the entrance channel and between the breakwaters to the basin, thence 9.9 to 12 feet in the basin.
(DD 4242) 39/03

Page 490—Paragraph 185, lines 3 to 5; read:
are marked by lights. In June 2002, the controlling depth was 6.8 feet (8 feet at midchannel) in the canal entrance and between the piers for about 0.3 mile; thence in 1984, 6 feet in the ...
(DD 3633) 39/03

Page 491—Paragraph 203, lines 6 to 9; read:
buoy and a **150˚** lighted range. In July 2003, the dredged harbor basin had depths of 8 to 12 feet with lesser depths along the NW edge, fronting the facility, and in the E corner.
(DD 4465) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 3
LAST NM 38/03

Page 77—Paragraph 472, lines 7 to 8; read:
161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).
(FR 7/1/03) 39/03

Page 78 to Page 79; strike out.
(FR 7/1/03) 39/03

Page 138—Paragraph 1985, line 4; read:
which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.
(FR 7/1/03) 39/03

Page 138—Paragraphs 1987 to 1991; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.
(FR 7/1/03) 39/03

Page 141—Paragraph 2024, line 1; read:
(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 39/03

Page 141—Paragraph 2025 to Paragraph 2027, line 1; read:
(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2042, lines 2 to 6; read:
a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.
(FR 7/1/03) 39/03

Page 143—Paragraph 2043, line 5 to Paragraph 2044; read:
are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:
(FR 7/1/03) 39/03

Page 143—Paragraph 2048 to Paragraph 2049, line 1; read:
As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

COAST PILOT 7 (Continued)

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2052, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/ MMSI, Designated Frequencies, ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2053, lines 4 to 5; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2054, line 7 to Paragraph 2055, line 1; read:

VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time ...
(FR 7/1/03) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 4

Page 139 to Page 140; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

Center MMSI[1] Call Sign	Designated frequency (Channel designation)—purpose[2]	Monitoring area[3], [4]
Berwick Bay—003669950 *Berwick Traffic*	156.550 MHz (Ch. 11)	The waters south of 29º45'N., west of 91º10'W., north of 29º37'N., and east of 91º18'W.
Houston-Galveston—003669954		The navigable waters north of 29ºN., west of 94º20'W., south of 29º49'N., and east of 95º20'W.
Houston Traffic	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)—For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20º43.37'N., 95º01.27'W.)
Houston Traffic	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)—For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20º43.37'N., 95º01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined *San Pedro Traffic*	156.700 MHz (Ch. 14)	*Vessel Movement Reporting System Area*: The navigable waters within a 25 nautical mile radius of Point Fermin Light (33º42.3'N., 118º17.6'W.)
Louisville: Not applicable *Louisville Traffic*	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River[5]—0036699952		
New Orleans Traffic	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30º38.7'N., 91º17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28º54.3'N., 89º25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
New Orleans Traffic	156.600 MHz (Ch. 12)	*New Orleans Sector*. The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29º56.4'N., 90º08.36'W. and on the south by a line drawn perpendicularly at 29º56.24'N., 89º59.86'W. (88 and 106 miles AHP).

COAST PILOT 7 (Continued)

New York —003669951 *New York Traffic*	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40º25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40º41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40º43.7'N., longitude 74º01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40º25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40º42.40'N. (Brooklyn Bridge) and 40º43.70'N. (Holand Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40º38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40º41.95'N. (Lehigh Valley Draw Bridge).
New York Traffic	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40º26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40º28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40º42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur[5]—003669955 *Sabine Traffic*	To be determined	The navigable waters south of 30º10'N., east of 94º20'W., west of 93º22'W. and, north of 29º10'N.
Prince William Sound—003669958 *Valdez Traffic*	156.650 MHz (Ch. 13)	The navigable waters south of 61º05'N., east of 147º20'W., north of 60ºN., and west of 146º30'W.; and, all navigable waters in Port Valdez.
Puget Sound[6] *Seattle Traffic*—003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.

COAST PILOT 7 (Continued)

Seattle Traffic—003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124º40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122º52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Tofino Traffic—003160012	156.725 MHz (Ch. 74)	The waters west of 124º40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48ºN., and east of 127ºW.
Victoria Traffic—003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122º52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 *San Francisco Traffic*	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122º42.0'W. and north of 37º40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
San Francisco Traffic	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37º55.8'N., 122º34.6'W.) west of 122º42.0'W. and south of 37º40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 *Soo Traffic*	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45º57'N. (De Tour Reef Light) and 46º38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46º04.16'N. and 46º01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

COAST PILOT 7 (Continued)

Notes:

[1]Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

[2]In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

[3]All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

[4]Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

[5]Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

[6]A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 5

Page 143—Paragraphs 2064 to 2071; read:

(a) Upon point of entry into a VMRS area;
(b) At designated points as set forth in Subpart C; or
(c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

(FR 7/1/03) 39/03

Page 144—Paragraph 2080, line 3; read:

VMRS area; and ...

(FR 7/1/03) 39/03

Page 144—Paragraph 2082 to Paragraph 2092, line 1; read:

Subpart C–Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

Note: All geographic coordinates contained in part ...

(FR 7/1/03) 39/03

Page 151—Paragraph 2214, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03) 39/03

Page 151—Paragraph 2220, lines 1 to 2; read:

(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels ...

(FR 7/1/03) 39/03

Page 151—Paragraph 2220, line 7; read:

regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less 1600 gross tonnage.

(FR 7/1/03) 39/03

Page 151—Paragraph 2221, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does ...

(FR 7/1/03) 39/03

Page 152—Paragraph 2233, line 3; read:

..... 164.74

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.

IEC 61993–2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001–12 ..... 164.46

(FR 7/1/03) 39/03

Page 152—Paragraph 2234, line 5; read:

1975 ..... 164.13

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic

COAST PILOT 7 (Continued)

Identification System (AIS), adopted May 12, 1998 ..164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003..... 164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments) 164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002 ..... 164.46

(FR 7/1/03) 39/03

Page 152—Paragraph 2237, line 5; read:

..... 164.43

ITU–R Recommendation M.1371–1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001 ….....164.46

(FR 7/1/03) 39/03

Page 157—Paragraph 2410, line 3 to Paragraph 2411, line 2; read:

with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment–Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...

(FR 7/1/03) 39/03

Page 158—Paragraph 2429, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU–R Recommendation M.1371–1, and IEC 61993–2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. "Length" refers to "registered length" as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Nothwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Nothwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to Bridge radiotelephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term "effective operating condition" used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 6

Page 171—Paragraph 2739, line 3; read:

Commercial Anchorage G and the Middle Breakwater.

§165.1154 Security Zones; Cruise Ships, San Pedro Bay, California.

(a) *Definition.* "Cruise ship" as used in this section means a passenger vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the Port of Los Angeles or Port of Long Beach.

COAST PILOT 7 (Continued)

(b) *Location.* The following areas are security zones:

(1) All waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is anchored at a designated anchorage either inside the Federal breakwaters bounding San Pedro Bay or outside at designated anchorages within 3 nautical miles of the Federal breakwaters;

(2) The shore area and all waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is moored, or is in the process of mooring, at any berth within the Los Angeles or Long Beach port areas inside the Federal breakwaters bounding San Pedro Bay; and

(3) All waters, extending from the surface to the sea floor, within 200 yards ahead, and 100 yards on each side and astern of a cruise ship that is underway either on the waters inside the Federal breakwaters bounding San Pedro Bay or on the waters within 3 nautical miles seaward of the Federal breakwaters.

(c) *Regulations.*

(1) In accordance with the general regulations in Sec. 165.33 of this part, entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port, Los Angeles-Long Beach, or his designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 1-800-221-USCG (8724) or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3) When a cruise ship approaches within 100 yards of a vessel that is moored, or anchored, the stationary vessel must stay moored or anchored while it remains within the cruise ship's security zone unless it is either ordered by, or given permission from, the COTP Los Angeles-Long Beach to do otherwise.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(e) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zone by the Los Angeles Port Police and the Long Beach Police Department.

(FR 12/6/02) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 7

Page 182—Paragraph 3061; insert after:

§165.1404 Apra Harbor, Guam–Security Zone.

(a) The following is designated as Security Zone C–The waters of Apra Outer Harbor, Guam surrounding Naval Mooring Buoy No. 702 (Located at 13º27'30.1"N. and 144º38'12.9"E. Based on World Geodetic System 1984 Datum) and the Maritime Propositioning ships moored thereto. The security zone will extend 100 yards in all directions around the vessel and its mooring. Additionally, a 50 yard security zone will remain in effect in all directions around buoy No. 702 when no vessel is moored thereto.

(b) In accordance with the general regulations in §165.33 of this part, entry into Security Zone C is prohibited unless authorized by the Captain of the Port, Guam.

§165.1405 Regulated Navigation Areas and Security Zones; Designated Escorted Vessels-Philippine Sea and Apra Harbor, Guam (including Cabras Island Channel), and Tanapag Harbor, Saipan, Commonwealth of the Northern Mariana Islands (CNMI).

(a) *Regulated navigation area*. The following areas, designated by coordinates referencing World Geodetic Datum (1984), are regulated navigation areas (RNAs).

(1) *Philippine Sea, Guam*–All waters from the surface to the bottom of the Philippine Sea, Guam, encompassed by lines connecting the following points, beginning at

13º27'10" N., 144º35'05" E., thence easterly to
13º27'17" N., 144º37'27" E., thence south westerly to
13º26'52" N., 144º37'05" E., thence westerly to
13º26'37" N., 144º35'05" E., thence due north back to point of origin.

(2) *Apra Harbor, Guam*–All waters from surface to bottom of Apra Harbor, Guam, shoreward of the COLREGS Demarcation as described in 33 CFR part 80.

(3) *Tanapag Harbor, Saipan*--The waters from surface to bottom of Tanapag Harbor, Saipan (CNMI), encompassed by lines connecting the following points, beginning at

15º12'10" N., 145º40'28" E., thence north easterly to
15º14'08" N., 145º42'00" E., thence due east to
15º14'08" N., 145º44'02" E., thence south easterly to
15º13'54" N., 144º44'20" E., thence south westerly along the shoreline to
15º13'11" N., 145º43'01" E., thence south westerly to
15º12'10" N., 145º40'28" E.

(4) *Cabras Island Channel, Guam*–All waters from surface to bottom of Cabras Island Channel, Guam, beginning at point

13º27'34" N., 144º39'39" E and extending south easterly to position
13º27'24" N., 144º39'59" E then heading easterly along the shoreline to position
13º27'31" N., 144º40'22" E then heading north to position
13º27'37" N., 144º40'22" E following the shoreline in a westerly direction back to point of origin.

(b) *Security zones*. A 100-yard radius security zone is established around, and is centered on, each escorted vessel within the regulated navigation areas in paragraph (a) of this section. A security zone is activated when an escorted vessel enters an RNA and remains active until the escorted vessel leaves the RNA. This is a moving security zone when the escorted vessel is in transit and becomes a fixed zone when the escorted vessel is anchored or moored. A security zone will not extend beyond the boundary of the RNA in this section.

(c) *Definitions*. As used in this section:

(1) *Designated representative* means any Coast Guard commissioned, warrant, or petty officer that has been authorized to act on behalf of the COTP.

(2) *Escorted Vessel* means any vessel operating in the RNA deemed by the COTP to be in need of escort protec-

COAST PILOT 7 (Continued)

tion for security reasons or under other circumstances. A designated representative aboard a Coast Guard cutter or patrol boat will accompany vessels deemed in need of escort protection into the RNA.

(3) *Navigation rules* mean international and inland navigation rules in 33 CFR chapter I, subchapters D and E.

(4) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

(d) *Regulations*. (1) No person or vessel may enter into the security zones under this section unless authorized by the COTP Guam or a designated representative.

(2) A vessel in the RNA established under paragraph (a) of this section operating within 500 yards of an escorted vessel must proceed at a minimum speed necessary to maintain a safe course, unless required to maintain speed by the navigation rules.

(3) When an escorted vessel in the RNA approaches within 100 yards of a vessel that is moored, or anchored in a designated anchorage area, the stationary vessel must stay moored or anchored while it remains within the escorted vessel's security zone unless it is either ordered by, or given permission from the COTP Guam or a designated representative to do otherwise.

(4) The COTP will inform the public of the existence or status of the security zones around escorted vessels in the RNA periodically by Broadcast Notice to Mariners.

(5) Persons or vessels that must enter a security zone or exceed speed limits established in this section may contact the COTP at command center telephone number (671) 339-6100 or on VHF channel 16 (156.8 Mhz) to request permission.

(6) All persons and vessels within 500 yards of an escorted vessel in the RNA must comply with the orders of the COTP Guam or his designated representatives.

(e) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(FR 01/29/03; 33 CFR 165) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 8

Page 393—Paragraph 83, line 4; read:
for drawbridge regulations.) In 2003, the lift span was inoperable and in the closed position. An overhead cable E of the ...
(31/03 CG13) 39/03

Page 395—Paragraph 107, line 3; read:
clearance of 12 feet. In 2003, the swing span could only be opened by tug; mariners should provide as much as 12 hours advance notice for openings. Mariners should use extreme caution ...
(31/03 CG13) 39/03

Page 420—Paragraph 119, line 9; read:
drawbridge regulations.) In 2003, the N draw leaf of the bascule span was disabled. The least clearance of overhead ...
(31/03 CG13) 39/03

Page 516—Paragraph 104, lines 2 to 6; read:
by shallow-draft pleasure craft. The channel should not be used at low tide because of the very irregular bottom. In 2002, the reported depth in the channel along the docks at the S end of the bay was 5 feet.
(30/03 CG13; LL/03; CL 478/03; NOS 18446) 39/03

Page 552—Paragraph 430, lines 4 to 5; read:
on the N side of the entrance and a private light is on the S side at the NW end of Pier 25; these ...
(26/03 CG13; LL/03) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 9

Page 110—Paragraph 1410, line 5 to Paragraph 1411; read:
Department of Public Works at Stockton.

§117.163 [Suspended]

§117.T164 Islais Creek.

The Third Street Drawbridge, Isalis Creek mile (0.4), at San Francisco, California need not open for vessels from 12:01 a.m., September 3, 2003 until 12:01 a.m., September 2, 2004.
(FR 8/26/03) 39/03

Page 329—Paragraph 333, line 6; read:
117.59 and 117.T164, chapter 2, for drawbridge regulations.)
(FR 8/26/03) 39/03

COAST PILOT 8 25 Ed 2003 Change No. 9
LAST NM 34/03

Page 182—Paragraph 366, line 7; read:
bottom, and a midchannel course will carry in safely. The passage into the SE part of the cove E of Coffman Island is marked by lights and lighted buoys. In ...
(30/03 CG17) 39/03

COAST PILOT 9 21 Ed 2003 Change No. 10
LAST NM 36/03

Page 136—Paragraph 246, lines 5 to 6; read:
bare rock is marked by **Seal Rocks Light** (60º09'46"N., 146º44'53"W.), 48 feet above the water and shown from a ...
(LL/03) 39/03

Page 183—Paragraph 814, lines 5 to 6; read:
(60º09'46"N., 146º44'53"), 48 feet above the water, is shown from a skeleton tower with a diamond-shaped red ...
(LL/03) 39/03

Page 304—Paragraphs 181 to 182; read:

Chignik is a fishing settlement at the head of Anchorage Bay. In 2002, NorQuest Seafood Company had a two-fin-

COAST PILOT 9 (Continued)

gered pier in the SW portion of the bay. The pier has a 200-foot face with depths of 33 feet reported to be alongside. The opening in the center of the pier has a 35-ton travel lift. Trident Seafood Company maintains another pier in the SE portion of the bay which has a 160-foot face and depths of 33 feet reported to be alongside. There is a sewer outfall which extends 210 feet beyond the end of this pier and mariners are advised not to drop anchor in the vicinity of the pier. Both piers have dolphins approximately 50 feet from the ends, along the face, to support larger vessels.
(CL 1324/97; CL 2335/02; CL 1247/03) 39/03

COAST PILOT 9 21 Ed 2003 Change No. 11

Page 140—Paragraph 307, line 6; read:
60˚28.0'N., 146˚52.5'W., through Orca Bay, thence via ...
(NOS 16709) 39/03